



Chestnut Street Safety Improvement Project Update

Design Concepts for Future Planning & Mid-block Design

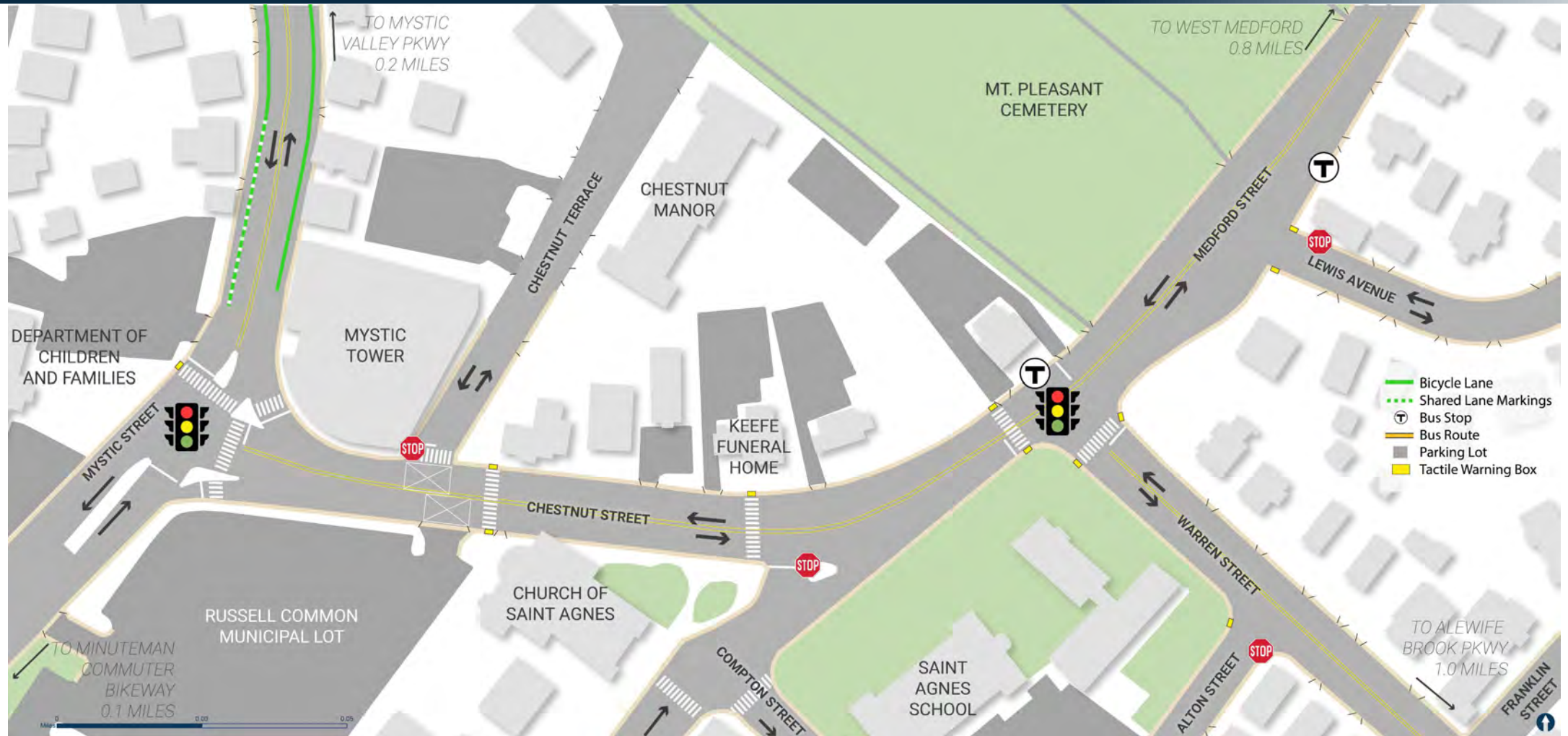
TAC Meeting | October 12, 2022

AGENDA

- Study Area
- Town Planning Efforts
 - Initial Design
 - MassDOT Shared Streets & Spaces Grant Award
- Challenges along Chestnut Street
- Additional Opportunities for Future Planning
- Mid-block Design



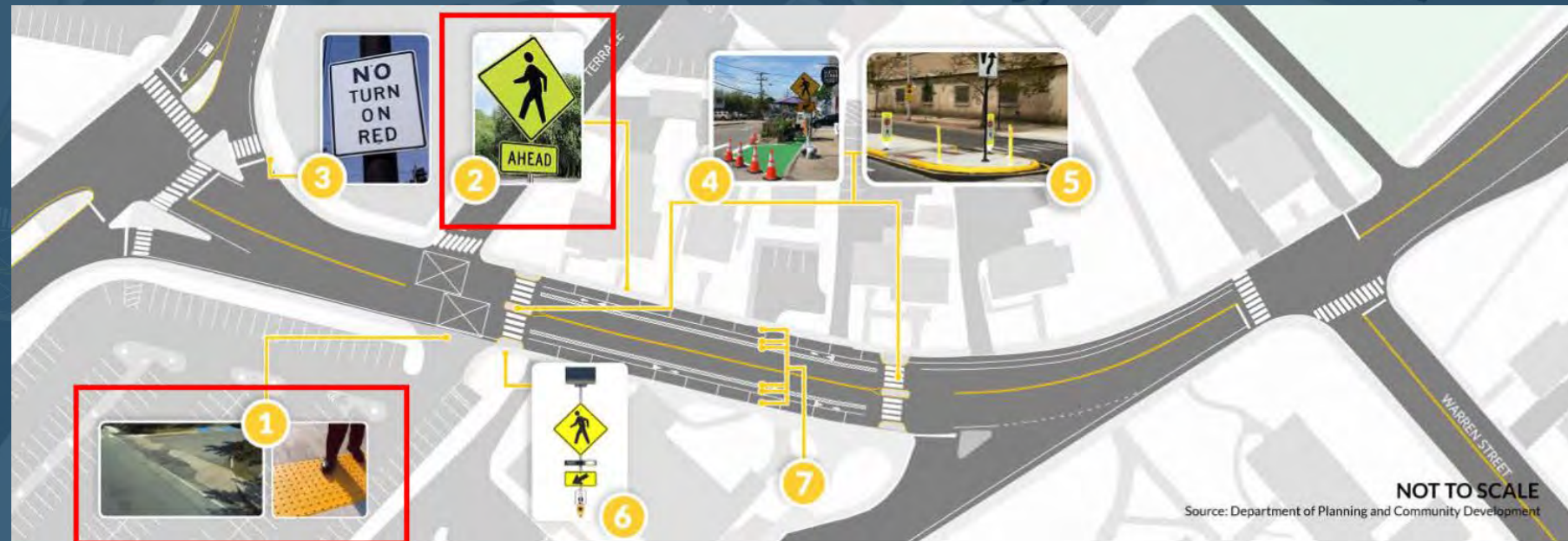
CHESTNUT ST STUDY AREA



INITIAL PLANNING

Town of Arlington Transportation Advisory Committee (TAC) developed a plan to address the safety concerns and inadequate pedestrian facilities along Chestnut Street.

The plan was approved by the Town Select Board in June 2021.

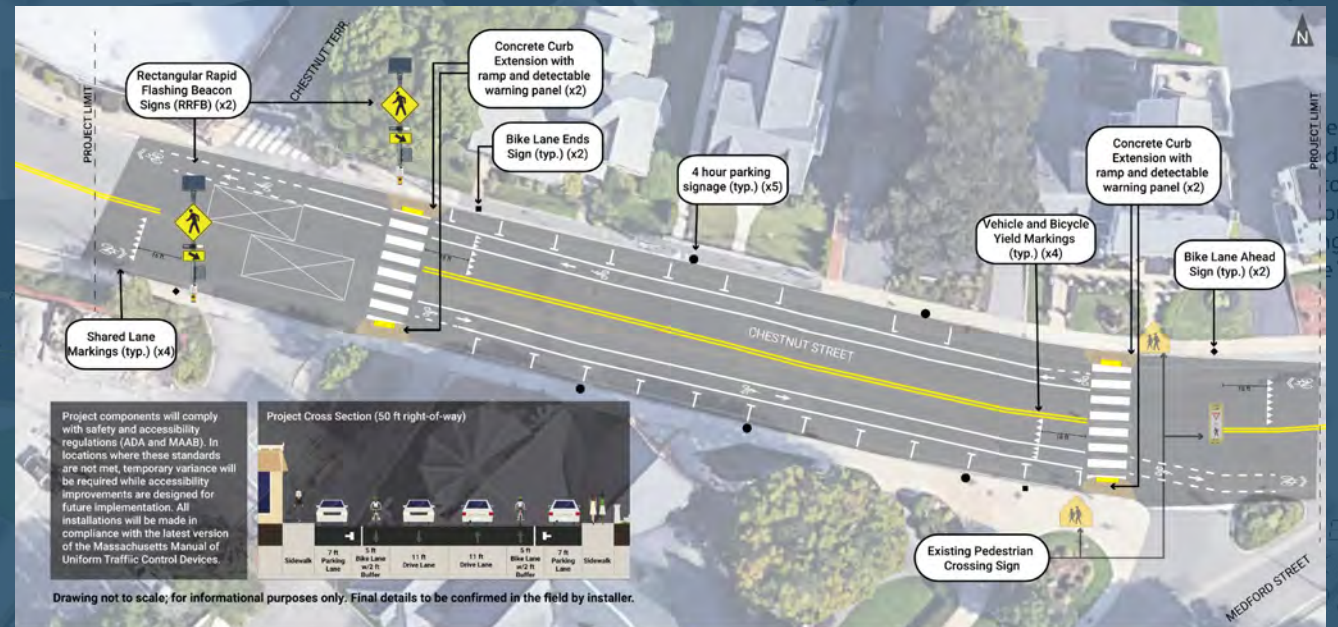


INITIAL PLANNING

Before the Chestnut Street Safety Improvement Process began, the Town of Arlington applied for a Shared Streets & Spaces Grant in Spring 2022 to fund the installation of a modified version of the mid-block design developed by the TAC.

The Town was awarded \$143,000 to install the safety improvements by December 2023.

Design assumes 50' ROW, but later survey shows a ROW of 49'. Stantec is modified the design to fit the space available.



INITIAL PLANNING

Stantec Consulting Services was hired to develop construction documents for the mid-block streetscape improvements and take a critical look at the adjacent intersections.

CHESTNUT STREET IMPROVEMENTS

DESIGN AND PLANNING SERVICES

OPERATING PROPOSAL

TOWN OF ARLINGTON // DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

The goal is to both improve operations while introducing design improvements, including those for which the Town has received grant funding through the MassDOT Shared Streets & Spaces Grant

A re-designed corridor should better integrate with nearby activities, including those at Arlington Center and with the Minuteman Bikeway, while preserving the access needs of today's users

- Bicycle Lane
- Shared Lane Markings
- Bus Stop
- Bus Route
- Parking Lot
- Tactile Warning Box

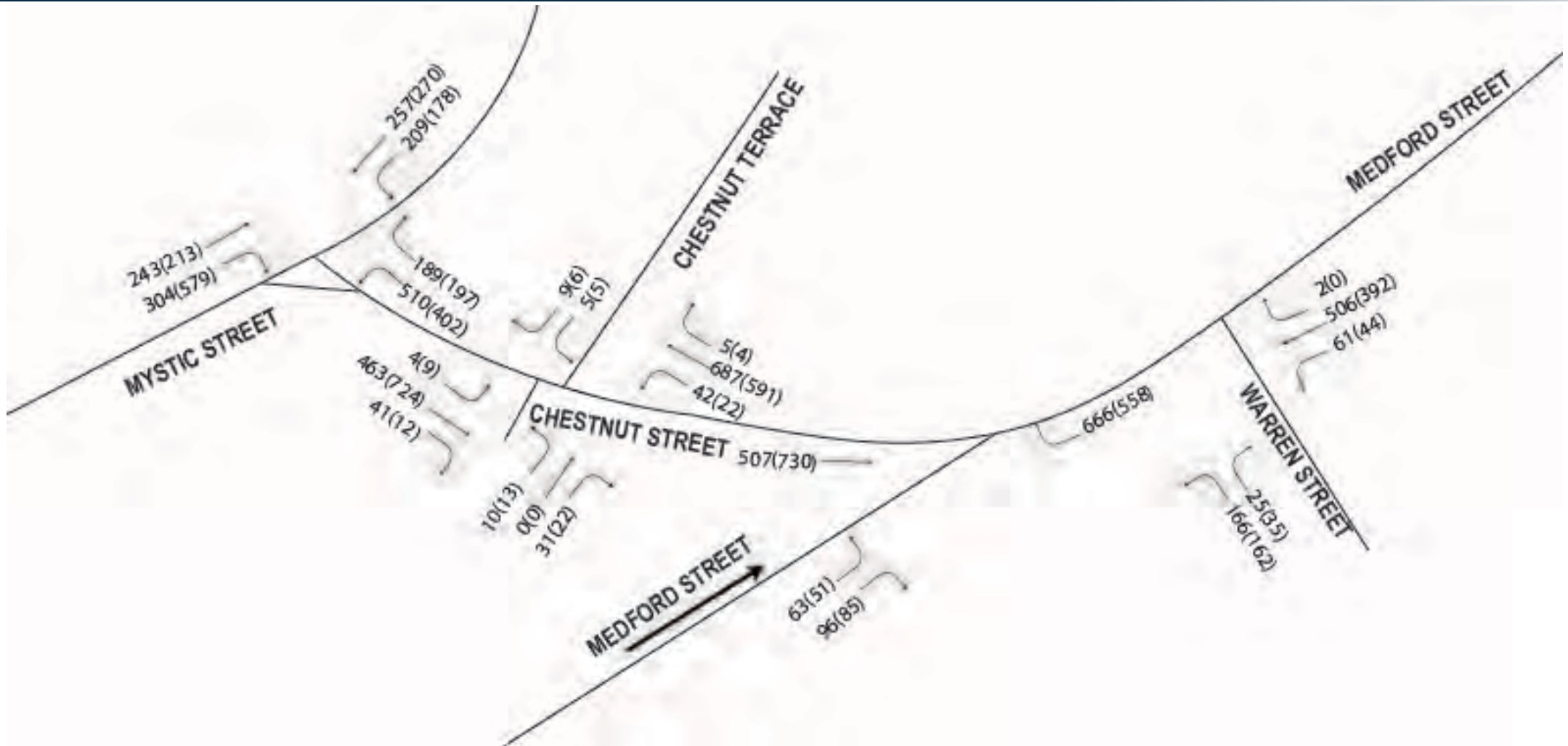
CHESTNUT ST STUDY AREA

June 2021 TAC memo:

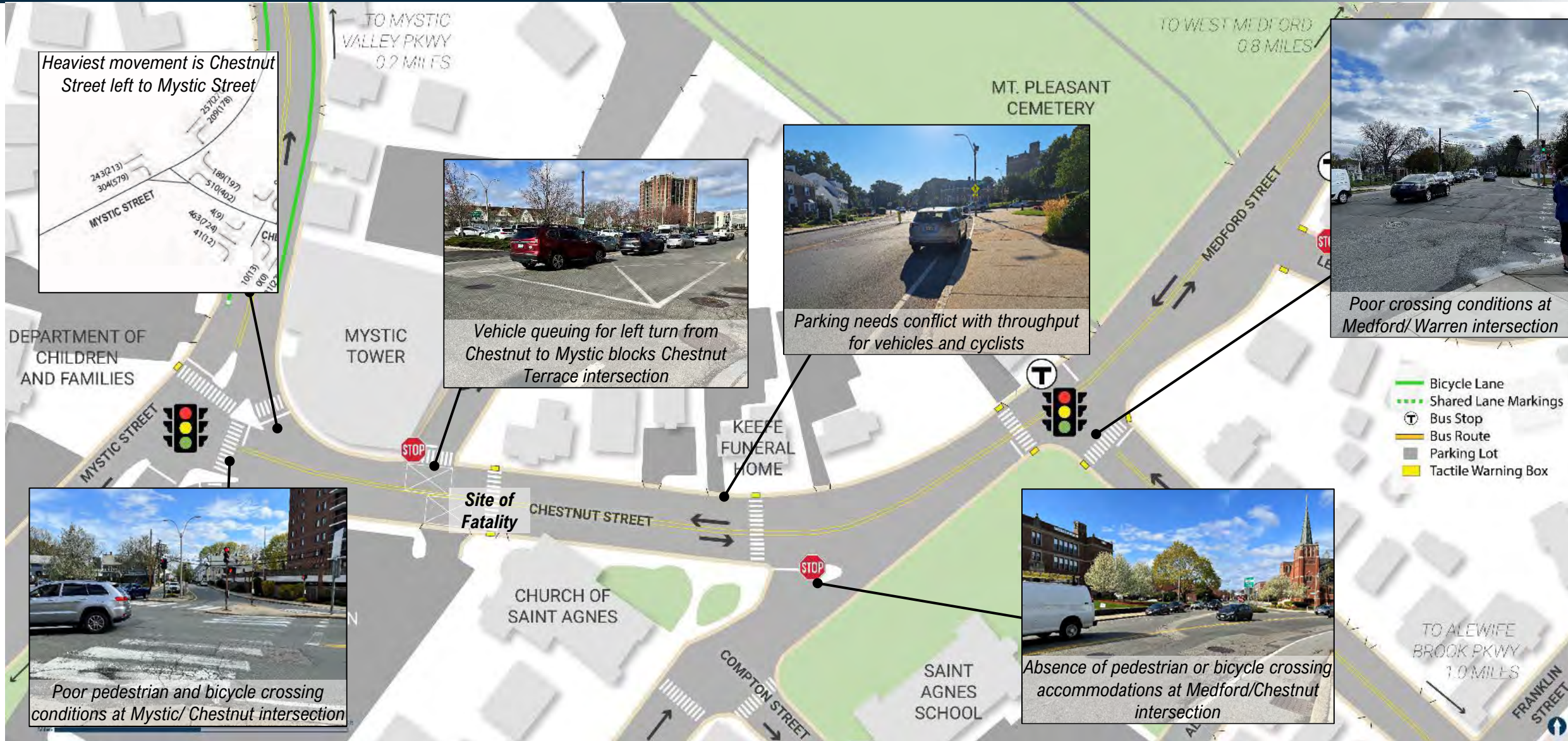
Request for further analysis of adjacent intersections within study area.



CHESTNUT ST COUNT DATA



CHALLENGES ALONG CHESTNUT STREET



CHESTNUT ST PLANNING & DESIGN APPROACH

Future Planning Approach:

Tighten Mystic Street/Chestnut Street intersection to reduce crossing width and delineate vehicle movements (remove slip lanes)

Design Approach:

Accommodate parking for school, church, and funeral home

Design Approach:

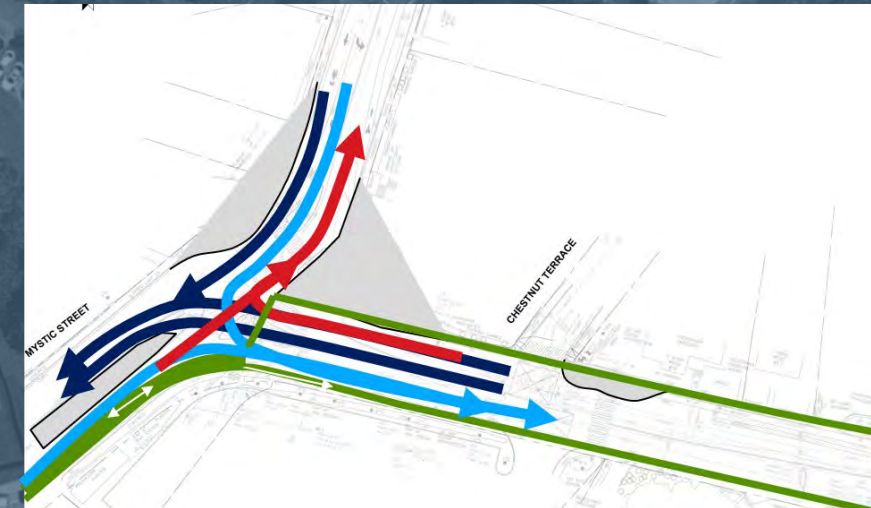
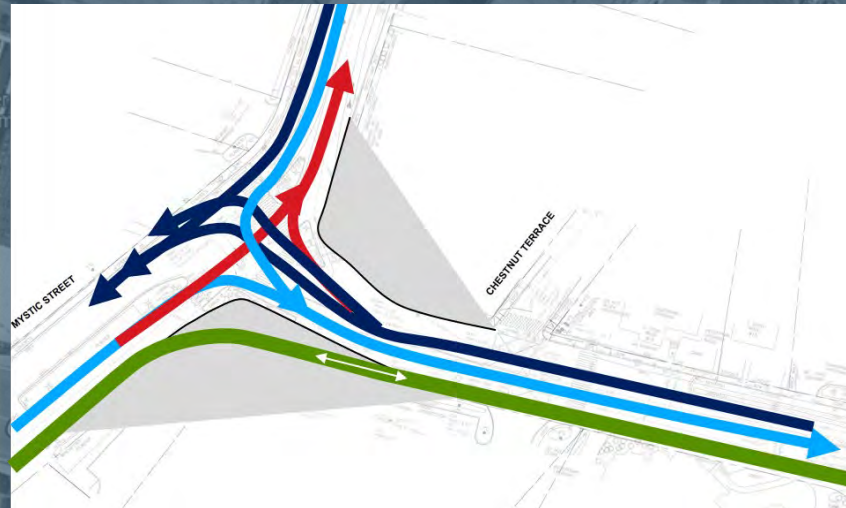
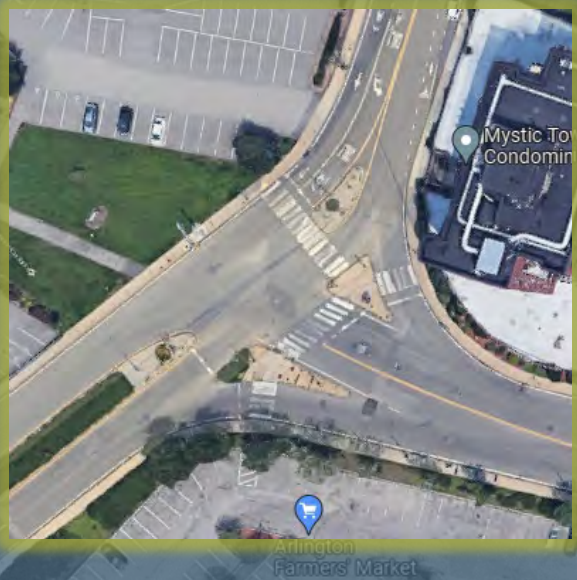
Carry bicycle connection from Minuteman Bikeway to Medford Street



PLANNING CONCEPT: TIGHTEN INTERSECTION

Planning Approach:

Tighten Mystic Street/Chestnut Street intersection to reduce crossing width and delineate vehicle movements (remove slip lanes)



For Additional Consideration:

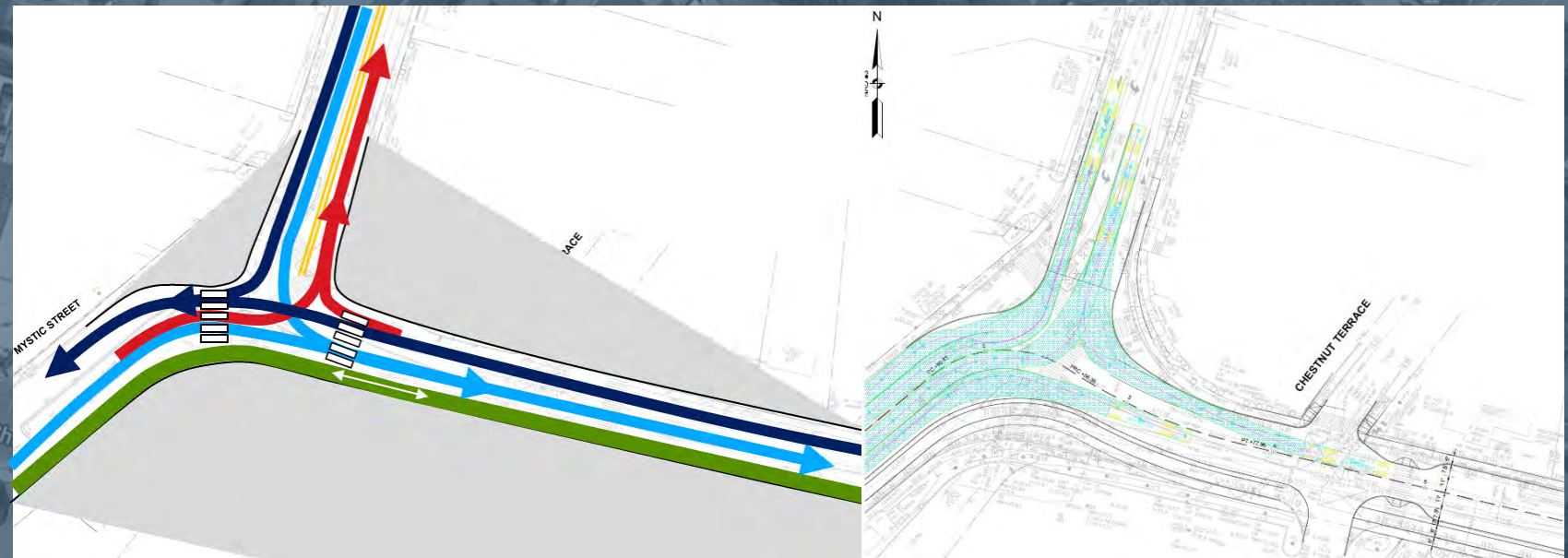
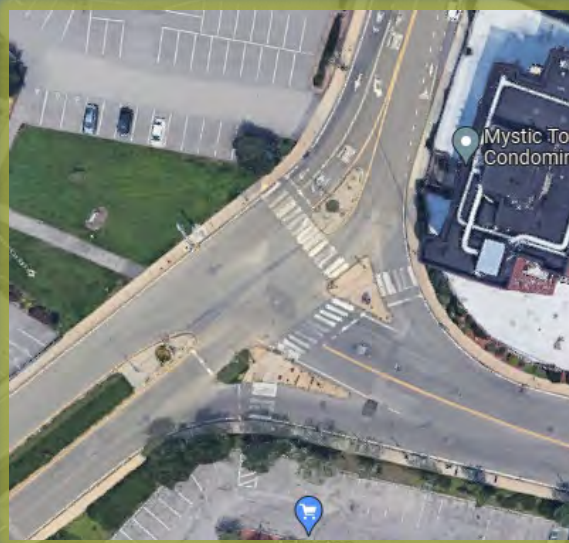
Placement of bicycle lanes, modify signal timings



PLANNING CONCEPT: REALIGN MYSTIC STREET

Planning Approach:

Tighten Mystic Street/Chestnut Street intersection to reduce crossing width and delineate vehicle movements (remove slip lanes); connect to the Minuteman Bikeway and improve signal operations



For Additional Consideration:
Modify signal timings



MID-BLOCK DESIGN AREA

Design Approach:

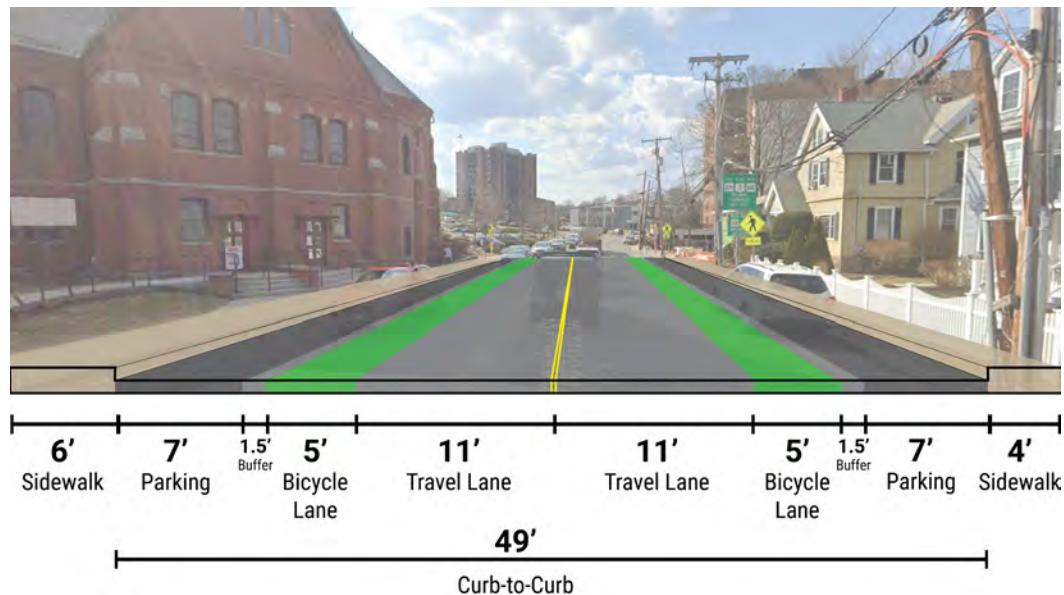
Accommodate parking for school, church, and funeral home and add dedicated bicycle facilities



MID-BLOCK PROPOSED CROSS SECTION

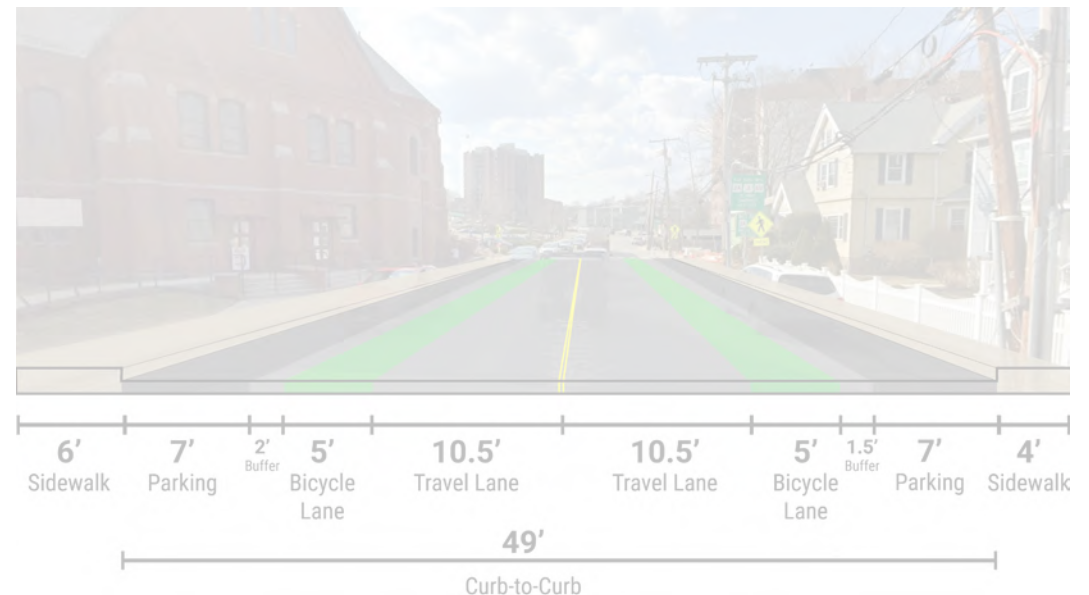
Cross-section from the successful MassDOT Shared Streets and Spaces Grant Application is 1-foot too wide for the existing curbline. Reducing the buffer width from 2' to 1.5' will address the space constraint.

1.5' Bicycle Buffer – Recommended



Accommodates trucks and buses; Buffers are not NACTO compliant

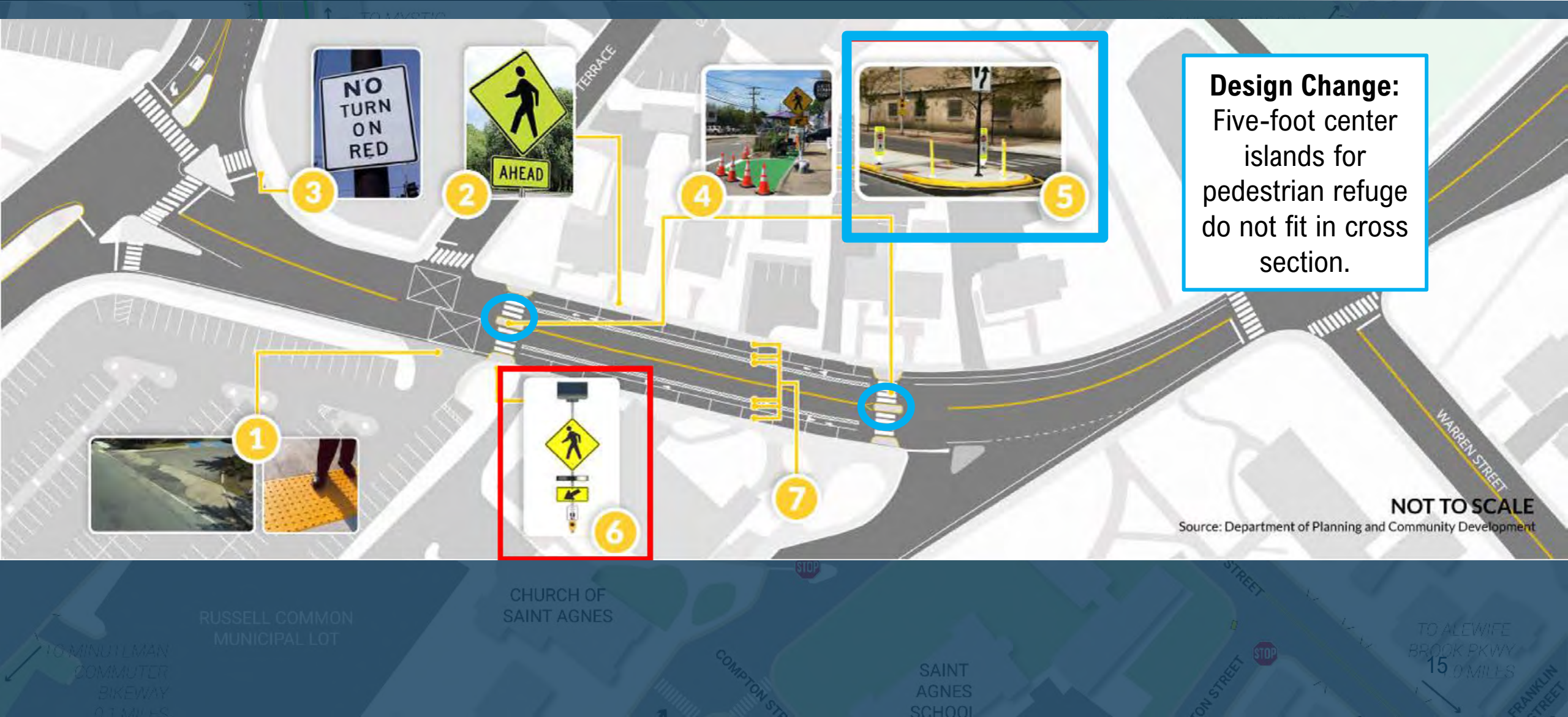
10.5' Travel Lane – Not Recommended



Does not accommodate trucks and buses; Buffers are not NACTO compliant



REVISIONS FROM PREVIOUS PLAN



MID-BLOCK PROPOSED DESIGN PLAN

